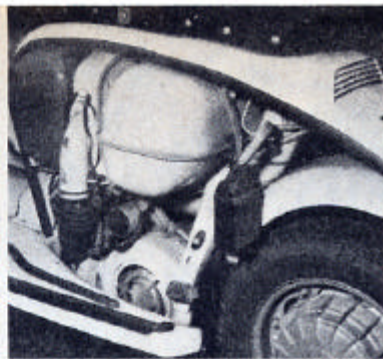
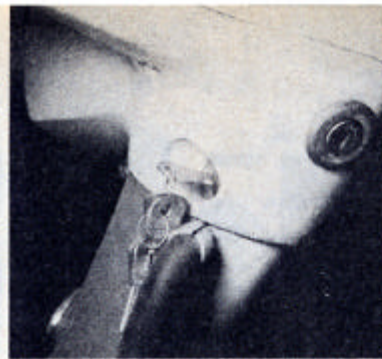




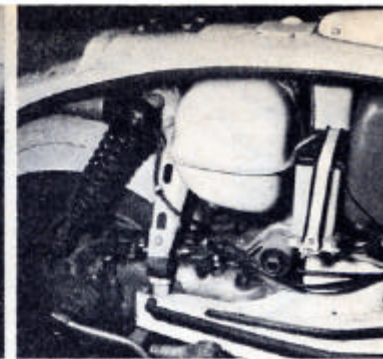
The handlebar layout on the new Grand Prix is "standard" Lambretta, with gearchange on left, throttle and brake on the right



"Under the bonnet" is also the same as earlier models, with a cartridge-type air cleaner set between tool-box and fuel tank



A steering lock is built into the steering head and lighting and ignition switch is centrally positioned on the handlebars



Once again there is "no change" on the right-hand side of the "works" with cables running from gearchange and clutch lever



► The Lambretta Luna was a revolution in light-weight scooter design and to complete their Bertone-styled range of two-wheelers, Lambretta have introduced the new Grand Prix models.

A ten per cent increase in power is claimed for both the 150 and 200 cc models and this is achieved by increasing the compression ratio and also the choke size of the carburettor.

Apart from these slight mechanical modifications, the Grand Prix models are basically the same as the two SX models they supercede. There is some slight gain in performance with acceleration, but the major changes have been made in styling.

Appearance

The Grand Prix models are obviously still very much Lambrettas in appearance, but Bertone has waved his magic, car-styling wand over the drawing board to smooth out the lines and do away with such protuberances as panel locking handles.

There's no doubt that the 1969 Lambretta-look is an improvement and the "tidying-up" of the exterior makes the tiresome task of cleaning much more easy.

The 150 Grand Prix received from Lambretta for test was almost straight "off the boat", with barely 200 miles on the

speedometer. We covered over 400 miles during our test and during that time, we encountered no mechanical trouble whatsoever and we could find no faults in reliability.

Starting from cold in the morning was always a first or second kick affair providing the choke was fully closed. Then after about 30 seconds, the choke could be fully opened and the machine ridden without further use of the choke.

Starting was equally easy when warm although no choke was needed.

When twistgrip gear changes were first introduced on scooters many years ago, selecting the gear you required was often a hit-or-miss job. Lambretta have long since cured this problem and now, providing correct use is made of the clutch and engine revs, gearchanging is smooth and easy.

Only on the odd occasion, when stopped at traffic lights, did we find the Grand Prix hard to get into first gear. But, by rolling the machine forward a fraction, the gear was found.

Apart from the improvement in gearchanging, scooters have also made large strides in handling and roadholding. This, combined with the latest tyres, which give surprising grip in wet weather, makes the scooter far more than its original concept of a dry-weather, local runabout.

Cruising speeds of 50 to 55

GRAND

MM tests the latest and



The front brake on the Grand Prix 150 is a single-leading shoe drum and could do with an improvement in stopping power



One of the new items on the Bertone-styled Grand Prix is the method of attaching side panels. It cleans up bodywork



Another "standard" Lambretta unit—the locking tool-box. The kit is only suitable for tackling minor jobs on the machine



The choke and fuel levers are set below the tool-box. Fuel tap is two-position to allow a fair amount of reserve fuel

mph can be maintained over long distances without too much effort and stability is much improved compared with the early machines.

The Grand Prix 150 handles very well and can be cornered to the point where the footboards (centre-stand) are scraping the road. It was only the lack of damping at the front of the 150 model which caused some concern on the bumpier roads. The larger, 200 cc model is equipped with the damper and we believe that this should also be fitted to the 150 Grand Prix.

Acceleration

Acceleration when riding solo was more than a match for the rush-hour Grands Prix at traffic lights and with two-up, the 150 could hold its own. Only when it came to overtaking at 45 to 50 mph with two-up did the Grand Prix run out of steam.

On these odd occasions one could get caught out by the "sharp" car driver who decided to start accelerating on the inside of you just to make sure that he wasn't overtaken by one of those "two-wheeler things". Fortunately, this wasn't the case when riding solo and one could normally blast past before the driver realised that he had been Lambretta'd!

One complaint raised against the Lambretta by the pillionist carried during the test, was the lack of room on the slim-style

dual-seat. Only if the rider sat on the tip of the seat, in a far from comfortable riding position, did the pillion rider get her fair share of the seating.

It wasn't because the riders were gross, overfed giants either, in fact, both were smaller than average for adults in Britain!

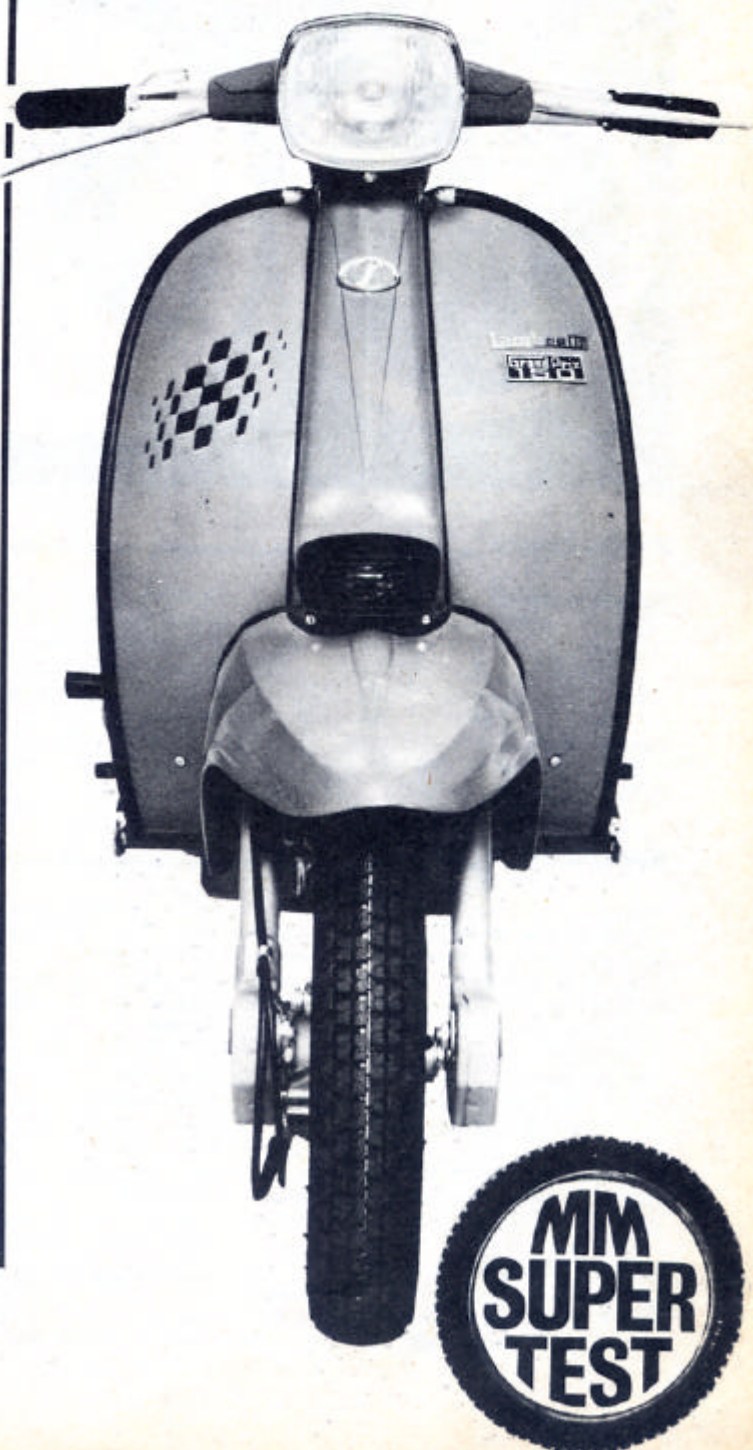
For anybody who has ridden a Lambretta, we would say that the positioning of the controls of the new Grand Prix were as standard. The rear brake is operated by the right-hand foot pedal, with the twist-grip gear-change and clutch on the left handlebar and the brake and throttle on the right.

The fuel tap and choke lever are situated side-by-side on the panelwork just below the toolbox and the ignition/light switch is situated in the centre of the handlebars.

Actually, the positioning and action of the combined ignition and light switch could be improved as it is difficult to switch from pilot to main beam while on the move. Possibly this is not so much the position of the switch as the shape of the key, which is hard to hold in a thickly-gloved hand while riding along.

On the other hand, the operation of the dipswitch for main or dipped headlight beam is good. It is a press-type switch and is easy to operate with an outstretched thumb.

While on the subject of



PRIX

sportiest 150 Lambretta

JUNE, 1969

